

To D.C.
10/2/85
DMS Vol. 1024-0019
Expires 10-31-87

**United States Department of the Interior
National Park Service**

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**National Register of Historic Places
Inventory—Nomination Form**

received

date entered

See instructions in *How to Complete National Register Forms*

Type all entries—complete applicable sections

1. Name

historic LOGAN SQUARE BOULEVARDS HISTORIC DISTRICT

and or common

2. Location

street & number West Logan Boulevard, North Kedzie Boulevard, North Humboldt Boulevard,
Logan Square, Palmer Square not for publication

city, town Chicago vicinity of

state Illinois code 012 county Cook code 031

3. Classification

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input checked="" type="checkbox"/> park
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input checked="" type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input checked="" type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
	<u>N/A</u>	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name multiple public and private

street & number

city, town vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Recorder of Deeds, Cook County Courthouse

street & number 118 North Clark Street

city, town Chicago state Illinois

6. Representation in Existing Surveys

title Illinois Historic Sites Survey has this property been determined eligible? yes no

date 1972 federal state county local

depository for survey records Historic Sites Division, Illinois Dept. of Conservation

city, town Springfield state Illinois

7. Description

<u> </u> Condition		<u> </u> Check one	<u> </u> Check one
<u> </u> excellent	<u> </u> deteriorated	<u>XX</u> unaltered	<u>XX</u> original site
<u>XX</u> good	<u> </u> ruins	<u> </u> altered	<u> </u> moved date
<u> </u> fair	<u> </u> unexposed		

Describe the present and original (if known) physical appearance SUMMARY STATEMENT

At Logan Square, Chicago's famous system of landscaped boulevards, which encircled the nineteenth-century city, turns from its northern course to its eastern course. The Illinois Centennial Column (1918), designed by Henry Bacon, the architect of the Lincoln Memorial in Washington, D.C., stands at the center of Logan Square. It provides an impressive terminal point to the vistas along Kedzie and Logan boulevards as they approach the Square. This convergence of embellished roadways upon a monumental plaza gives Logan Square its focused character, unusual for a city structured upon a dominant grid system.

Five miles northwest of downtown Chicago, the Logan Square Boulevards Historic District, a 2.5 mile section of Chicago's 26 mile long boulevard system, encompasses Humboldt, Kedzie, and Logan boulevards, Logan and Palmer squares, and the adjacent buildings and lots. The park commission laid out the boulevards with a 250 foot width between opposite lot lines. In plan they have 50-foot central driveways flanked on either side by 57-foot wide boulevard lawns, 20-foot side service drives, and 23-foot strips for sidewalks and sidewalk lawns. In Palmer Square the boulevard system broadens to 400 feet with two roadways flanking a broad quarter-mile long park. The formal lines of elm and catalpa trees planted along the boulevards in the 1890s have been destroyed by disease and neglect. Individual groups of mature trees still line parts of the boulevards and some saplings have been planted. Although intruded upon by modern streetlight poles and automobile traffic, the landscaped character of the boulevards still dominate the neighborhood, providing an impressive setting for the adjacent buildings.

The approximately 400 structures in the District are largely residential in character. Builders filled the residential lots facing the boulevards between 1890 and 1915 with two and three story residences constructed of masonry and brick. They built primarily detached two-flats and three-flats, set on narrow lots with small front lawns, standing between 5 and 15 feet in back of the lot lines. Single family residences and some lowrise Chicago apartment houses, with courtyards and tiers of sun parlors and porches also front upon the boulevards. Although the boulevards are, by design, residential several churches and a few fraternal and commercial structures occupy boulevard lots.

Architects designed the District's buildings relying upon stylistic eclecticism; they gave the District a rich variety of late-nineteenth and early-twentieth century residential architecture. The two-flats and three-flats with rock faced Bedford sandstone fronts are the single most notable group of structures. In these residences local architects juxtaposed Romanesque stylistic forms, familiar in the work of architect Henry Hobson Richardson and his followers, with more classical details and ornamental embellishments. The graystones embody a picturesque assemblage of turrets, towers, pitched wall dormers, swell bays, brackets, classical columns, pilasters, and balustrades familiar in exuberant late Victorian and Queen Anne design. The architects did not seek or achieve formal stylistic consistency. Picturesque designs are also found among the brick residences. The large number of more symmetrical, quiet, refined, and formal residential designs characteristic of the classical and Tudor revivals and of the modern geometrical Prairie School style, sharply contrast

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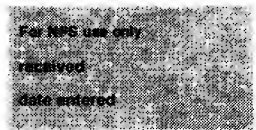
**National Register of Historic Places
Inventory—Nomination Form**

Logan Square Boulevards

Continuation sheet Historic District

Item number 6

Page 2



Survey information also included in:

"Inventory and Evaluation of the Historic Parks in the City of Chicago, Vol. I-III",
prepared for the Dept. of Planning.

1982-83 Local survey

Located at: Office of John Vinci, Inc.
1147 W. Ohio Street
Chicago, IL 60622

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

Logan Square Boulevards

Continuation sheet

Historic District

Item number

7

Page

2

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received

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with the neighborhood's more picturesque designs. The apartment house designs generally share the symmetries and more formal character of the classical revival and Prairie school influenced designs.

BUILDING CLASSIFICATIONS

Considerations of architectural design determined the selection of structures for the Significant Structure list. Buildings of particular architectural quality, interest, and merit are identified. Buildings are also included which represent the diversity and range of architectural styles and types in the District. The small number of structures listed as intrusive are nearly all modern buildings constructed after 1945 that in building materials or style do not conform to the historic character of the District. The balance of the structures contribute to the continuity of the District; they are similar in material, style, and type to the buildings listed as significant structures. They are residences, small flat buildings, apartment houses and churches which, while related to the significant structures in the District, lack the same degree of architectural interest. Examples of these contributing structures are found adjacent to significant structures in Photographs 1,4,5,14,16,17,25.

As a group the District's structures possess a high degree of architectural integrity and contribute to the historic character of the boulevards district.

BOUNDARIES

The Illinois Historic Sites Survey identified 43 significant structures on the system of boulevards converging on Logan Square, north of Humboldt Park and west of the Kennedy Expressway. These structures represent the overwhelming majority of buildings identified in the broader Logan Square neighborhood; as one turns off of the boulevards the character of the architecture changes rather dramatically -- large numbers of frame and brick cottages fill these adjacent areas. There are individual structures in the adjacent areas which are similar to structures built on the boulevards; however, few if any of these exceed the quality of the buildings found upon the boulevards. The boulevards themselves give the district its unity and historic character. An important feature of boulevard development was the general exclusion of commercial development. The commercial strips along Milwaukee and Pullerton avenues are inconsistent with the boulevard's residential character.

In order "to encompass but not exceed the significant resource" the proposed boundaries will take in lots fronting upon Logan, Kedzie, and Humboldt boulevards and Palmer and Logan squares. The District is to extend from the eastern end of Logan Boulevard, at the Kennedy Expressway, west to Logan Square, south along Kedzie Boulevard to Palmer Square, east through Palmer Square to Humboldt Boulevard and south along Humboldt Boulevard to Humboldt Park.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

Logan Square Boulevards

Historic District

Continuation sheet

Item number

7

Page

3

For NPS use only

received

date entered

Historically, the West Park Commission treated the improvement of the Logan Square section of the Chicago boulevard system as a single unit, under the name Humboldt Park Boulevard. The section has an integrity and neighborhood identity which sets it apart from other portions of the Chicago boulevard system. Although frequently discussed as a model of "comprehensive" city planning, the Chicago system actually emerged from the local, separate, and competitive interests of the city's three divisions: the North, South, and West sides.

Three autonomous park commissions, using quite distinct plans, developed Chicago's parks and boulevards. Great architectural and landscape diversity characterizes different sections of the boulevards. Grand (now Martin Luther King), Oakwood, and Drexel boulevards were improved largely in the 1870s, 1880s, and early 1890s. Continuous sections of Western and Sacramento boulevards are dominated by twentieth century industrial development. Individual blocks of Garfield Boulevard, linking Washington Park and Gage Park on Chicago's South Side, have buildings which share the style and form of buildings in Logan Square; however, the South Park Commission gave Garfield Boulevard a central landscaped median and two side drives, quite different in plan from the Logan Square boulevards.

The historic autonomy of their planning and development and their high degree of architectural unity provides the basis for the decision to designate the Logan Square boulevards as a District apart from the balance of the boulevard system. The District will derive its continuity from the framework of landscaped boulevards and the architecture which was designed with an unusual degree of self-consciousness concerning site and setting.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Inventory—Nomination Form

Logan Square Boulevards

Continuation sheet Historic District

Item number

7

Page

4

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received

date entered

LIST OF SIGNIFICANT STRUCTURES

##	ADDRESS	ARCHITECT	TYPE	CLIENT	OCCUPATION	PERMIT
<u>WEST LOGAN BOULEVARD</u>						
1.	2523-25	Worthmann & Steinbach	1 sty church	Catholic Bishop		7/3/06
2.	2535	unknown	2 sty res	unknown		@ 1891-6
3.	2539-41	Jerimiah Cerny	3 sty apts	J.B. Couleur	contractor	10/15/13
4.	2549	unknown	2 sty res	unknown		@ 1888
	[Photo No. 14]		frame			
5.	2553	unknown	1-1/2 sty	unknown		@ 1835
	[Photo No. 13]		brick res			
6.	2555-57	Fred Gatterdam	2 sty 4-flat	Fred Gatterdam	architect	3/27/03
	[Photo No. 13]					
7.	2601	Fred Gatterdam	3 sty apt	Olaf Egiland		6/30/15
8.	2638-40	Edward Steinborn	3 sty 6-flat	James Kagan		4/27/25
9.	2656	unknown	2 sty res	unknown		@ 1885
10.	2701-03	George Maher	2 sty res	John Rath	cooperage/mfg.	5/28/07
	[Photo No. 19]					
11.	2711	Lyman Allison	2 sty 2-flat	W.C. Goldbeck		4/17/05
12.	2712	Rissman & Hershfield	3 sty 3-flat	Aders & Zimmerman		7/20/28
13.	2715	Burtar & Gassmann	2 sty 2-flat	Albert Penske	upholsterer	3/13/05
14.	2719	Wm. Gauger	2 sty 2-flat	James Heaney	pres. Virginia Amusement Co.	4/12/12
15.	2734	Wm. Gauger	3 sty apts	Chas Hallstrom	tailor	10/23/05
16.	2735	unknown	2 sty 2-flat	Michael Ryan	plumber	9/11/94
	[Photo No. 7]					
17.	2741	Burtar & Gassman	2 sty 2-flat	Otto Penske	upholsterer	3/13/05
	[Photo No. 7]					
18.	2819	John Ahlschiager	3 sty 3-flat	Anna B. Ryan	widow	10/23/07
	[Photo No. 9]					
19.	2820-24	Fred & John Ahlschiager	2 sty 2-flat	Elmer C. Bye	clerk	7/18/04

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Inventory—Nomination Form

For NPS use only

received

date entered

Continuation sheet	Logan Square Boulevards Historic District	Item number	7	Page	5	
#	ADDRESS	ARCHITECT	TYPE	CLIENT	OCCUPATION	PERMIT
<u>WEST LOGAN BOULEVARD</u> [continued]						
20.	2823-25	David Robertson	3 sty 6-flat	Wm Noelle	contractor	5/11/11
21.	2836-40	Leon E. Stanhope	2 sty church	11th Church of the Christ Scientist	--	4/12/16
22.	2843,5,9	unknown	three 2 sty 2-flats	George Seaverns	pres. elevator mfg. company	5/15/01
23.	2922-24	unknown	3 sty apts	Bertha Haack	dressmaker	10/6/97
24.	2934-36 [Photo No. 26]	Schock & Swanson	3 sty 5-flat	John Gerson		9/23/09
25.	2939	John K. Neebe	2 sty 2-flat	James Cushing	commission salesman	5/5/09
26.	2940-42 [Photo No. 22]	Herman J. Gaul	2 sty 2-flat	Emil C. Uber	treasurer	4/23/12
27.	2943	Edward Benson	2 sty 2-flat	Louise H. Kohlmetz		4/29/09
28.	2954	Edward La Belle	3 sty 3-flat	August Buechner	foreman	5/17/06
29.	2959	Herman J. Gaul	2 sty 2-flat	Charles N. Godfriaux	stone contractor	10/2/09
30.	3000 [Photo No. 21]	J.B. Rohm & Son	2-1/2 sty res	Geo Dohrmann	physician	4/13/22
31.	3009-25	Jerimiah Cernv	3 sty apts	J.B. Couleux	contractor	7/15/14
32.	3016	unknown	3 sty 3-flat	D.M. Buhrke	unknown	10/6/08
33.	3024 [Photo No. 6]	John Ahlschlager	2-1/2 sty 2-flat	John E. Rustman	pres. ice co.	9/7/08
34.	3040 [Photo No. 10]	Worthmann & Steinbach	3 sty 3-flat	John Steinbach	architect	11/23/05
35.	3041-43	F.O. DeMonev	3 sty 6-flat	J.C. Couleux	contractor	3/15/11
36.	3046	Jean B. Rohm	3 sty 3-flat	Jean B. Rohm	architect	3/9/06
37.	3050-52	F.O. DeMonev	3 sty apts	Ole Olsen	unknown	9/29/05
38.	3055	unknown	2 sty 2-flat	C. Koon	unknown	3/13/01
39.	3104	John K. Neebe	2 sty 2-flat	John Preuss	contractor	3/30/08
40.	3116-24	William G. Krieg	2 sty apts	Carl W. Schweichiel	tailor	3/10/03
41.	3134	William Schulze	3 sty 3-flat	Louis Hunstock	unknown	3/11/07

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Inventory—Nomination Form

For NPS use only

received

date entered

Continuation sheet	Logan Square Boulevards Historic District		Item number	7	Page	6
##	ADDRESS	ARCHITECT	TYPE	CLIENT	OCCUPATION	PERMIT
<u>NORTH MILWAUKEE AVENUE AT LOGAN SQUARE</u>						
42.	2601-07	Schock & Swanson	3 sty apt & stores	G.W. Higgins	unknown	9/7/05
43.	Logan Sq [Photo No. 2]	Henry Bacon	Illinois Cen- tennial Monu- ment	West Pk. Comm., B.F. Ferguson Fund		1916-18
<u>NORTH KEDZIE BOULEVARD</u>						
44.	2608-12 [Photo No. 2]	Charles Sorenson	1 sty church	Christ English Lutheran		3/25/08
45.	2535-47	Worthmann & Steinbach	3 sty store, auditorium	S.M. Giunapolis		5/29/1911
46.	2516-28	Charles Sorenson	3 sty apt.	John Preuss	contractor	11/4/15
47.	2453-61 [Photo No. 24]	Clarence Hatzfeld	3 sty lodge	Logan Square Masonic Temple		9/1/21
48.	2444	unknown	2 sty 2-flat	unknown		3 1908
49.	2434	John Ahischlager	2 sty 2-flat	Marv Binna	widow	9/3/08
50.	2430	A.E. Norman	2 sty res	Peter Roode	unknown	5/10/03
51.	2424	Worthmann & Steinbach	2-1/2 sty res	John P. Moeller	dry goods store	5/3/04
52.	2410 [Photo No. 8]	unknown	3 sty res	Wm. Nowaczewski	furniture store	7/20/97
53.	2350	Giaver & Dinkelberg	2 sty club	Chicago Norske Club		9/8/16
54.	2345	Charles Sorenson	2 sty 2-flat	Mads T. Christofferson	foreman	4/7/11
55.	2334	unknown	2 sty 2-flat	Evelyn Godfrey	widow	9/23/03
56.	2330	Kley & Schaub	2 sty 2-flat	Chas. Breyer	plumber	10/29/03
57.	2324 [Photo No. 15]	unknown	2 sty res.	Thorwald T. Johnson	cooperage/mfg	3/29/01
58.	2320	Henry Worthmann	2 sty res.	Henry Piez	wagons	8/3/03
59.	2313-15 [Photo No. 25]	unknown	3 sty apt	Joseph Delfosse	druggist	3 1903
60.	2312 [Photo No. 20]	Huehl & Schmid	2 sty res	Peter Duncker	meat packer	4/7/11
61.	2308	Horatio R. Wilson	2 sty 2-flat	Henry Hoefler	mens clothing	5/25/06
62.	2302	Horatio R. Wilson	2 sty res	Adam Kreuter	laundry machinery mfg.	5/27/06

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Inventory—Nomination Form

Logan Square Boulevards

Historic District

For NPS use only

received

date entered

Continuation sheet	Item number	Page				
##	ADDRESS	ARCHITECT	TYPE	CLIENT	OCCUPATION	PERMIT
<u>NORTH KEDZIE BOULEVARD [continued]</u>						
63.	2256	Geo Borst & John Hetherington	2 sty res	Thomas Conley	physician	8/7/09
64.	2245-51	F.O. DeMoney	2 sty apt	James Wilsberg	carpenter	3/1/11
65.	2234	unknown	2 sty 2-flat	Ignaz Koehler	furniture	3/18/95
		[Photo No. 12]				
66.	2228	unknown	2 sty 2-flat	Henry Gainer	furniture	3/21/95
		[Photo No. 12]				
67.	2224	J.B. Rohm & Son	2 sty res	Wm. Schulze	unknown	6/5/15
		[Photo No. 12]				
<u>WEST PALMER SQUARE</u>						
68.	3127-37	H.H. Mahler	3 sty apt	M. Smith	unknown	5/4/16
69.	3118	unknown	2 sty 2-flat	John Dimmer	bookkeeper/ teacher	4/25/01
		[Photo No. 17,18]				
70.	3111	Rogers & Woodvatt	2 sty 2-flat	Christian Nieman	tea store	3/26/10
71.	3080	Thies Rynertson	2 sty 2-flat	Thies Rynertson	architect	2/18/07
72.	3071	Paul Hansen	2 sty res	Peter Erickson	tanner	5/22/08
		[Photo No. 11]				
73.	3055	Paul Hansen	2 sty res	Charles Aepli	tanner	5/27/08
		[Photo No. 11]				
74.	3059	Charles Sorenson	2 sty 2-flat	Adolph Carlson	tank mfg	8/15/10
		[Photo No. 11]				
75.	3058-70	Lowe & Bollenbacher	1 sty church	First English Evangelical		4/9/23
		Worthmann & Steinbach	1 sty chapel	First English Evangelical		3/28/10
		[Photo No. 4]				
76.	3048	W. Harlow Jr.	2 sty 2-flat	W. Whitelev	unknown	12/20/11
<u>NORTH HUMBOLDT BOULEVARD</u>						
77.	2163-69	Egan & Pindiville	1 sty church	St. Silverster		6/20/06
		[Photo No. 3, 5]				
78.	2141-53	Fred Gatterdam	3 sty apt	Ignaz Schwinn	Roman Catholic bicycle mfg.	9/12/07
79.	2102	unknown	2 sty 2-flat	Magnus Benson	real estate	8/10/03
		[Photo No. 16]				
80.	2040	Thies Rynertson	1-1/2 sty res	Archie Symonds	auto parts	3/19/15
		[Photo No. 23]				
91.	1931-33	Charles Sorenson	3 sty 6-flat	P.J. Schlund	unknown	11/4/11

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Inventory—Nomination Form

For NPS use only

received

date entered

Continuation sheet	Logan Square Boulevards Historic District	Item number	7	Page	8	
##	ADDRESS	ARCHITECT	TYPE	CLIENT	OCCUPATION	PERMIT
<u>NORTH HUMBOLDT BOULEVARD</u> [continued]						
82.	1908-10	David Klaffter	3 sty temple	B'nai David Ohave Yedek		7/3/19
83.	1816	unknown	2 sty res	unknown		@ 1890
84.	1652	unknown	2-1/2 res	unknown		@ 1895
95.	1645-47	Henry Worthmann	3 sty apt	August Brenner	carpenter	10/23/02
86.	1634	unknown	2 sty 2-Flat	unknown		@ 1888
87.	1633	unknown	2 sty res	unknown		@ 1888

LIST OF INTRUSIVE STRUCTURES

1. Logan Blvd. n.e. cor. California, [2601 N. California] 2 sty modern res.
2. 2600 Logan, 3 sty modern res
3. 2611 Logan, 3 sty modern res
4. 2525 Kedzie, 1 sty modern bank
5. 2507-09 Kedzie, 1 sty commercial building
6. 2242 Kedzie, 3 sty modern res. nursing home
7. Palmer Sq. s.w. cor. Whipple, [2128 Whippie], 3 story modern apt.
8. Humboldt n.w. cor. Armitage, [3004 W. Armitage], 4 sty modern apt
9. Humboldt n.e. cor. Armitage, [2956 W. Armitage], 1 sty fast food
10. 1800 Humboldt, 1 sty garage/mfg
11. 1614 Humboldt, 2 sty modern res.

This nomination contains 391 contributing buildings, one contributing object, and 11 noncontributing buildings.

8. Significance

Period	Areas of Significance—Check and justify below			
... prehistoric	-- archeology-prehistoric	XX community planning	XX landscape architecture	religion
.... 1400-1499	. archeology-historic	conservation	-- law	science
... 1500-1599	. agriculture	economics	-- literature	sculpture
... 1600-1699	XX architecture	education	-- military	social
... 1700-1799	. art	engineering	... music	humanitarian
XX 1800-1899	-- commerce	exploration settlement	... philosophy	theater
XX 1900-	... communications	industry	... politics government	transportation
		invention		other (specify)

Specific dates 1890-1925 **Builder Architect** see Section 7, pages 4-8.

Statement of Significance (in one paragraph)

SUMMARY STATEMENT

The integrity of Logan Square's historic boulevards and the architectural quality of the adjacent residences gives the area its greatest historical significance. The general absence of modern intrusions, commercial development, and vacant lots along the Logan Square boulevards distinguishes this section as the best-preserved, continuous stretch of Chicago's entire nineteenth-century boulevard system. Relating to its boulevard design and to its architectural development the significance coincides with National Register Criterion C: the area "embodies the distinctive characteristics of a type, period, [and] method of construction;" it "possesses high artistic values, [and] represents a significant and distinguishable entity." The primary areas of interest are architecture, landscape architecture, and community design.

BOULEVARDS

The proposed Logan Square Boulevards Historic District must be reviewed in the context of Chicago's nineteenth-century park and boulevard development. The Illinois legislature aimed to give the burgeoning city of Chicago the "finest system of public parks in the world" when it passed the Chicago Park bills in 1869. Outlining parks on all sides of the city, linked by miles of landscaped boulevards, the legislation impressively expanded Chicago's park area from under 100 acres to over 1,800 acres. The 1869 legislation fulfilled the visions of extensive parks and parkways that had been discussed in Chicago since the late 1840s.

When reviewing Logan Square history two aspects of the boulevard and park system should be kept in mind. First, the entire park system was laid out on lands beyond the settled areas of the city. The plan thus embodied an exercise of speculative optimism that Chicago would expand to the park lands. Second, the parks and boulevards were intended to attract fine residential development. They represented one form of the specializing nineteenth-century cityscape that increasingly drew sharper distinctions between the realms of business and residence, commerce and culture, public and private, work and play. Designed as parks "spun-out" and as pleasure drives linking the larger parks, the boulevards were intended for leisure use. The boulevards, with their central carriage drives and their side drives for local delivery carts, excluded commercial vehicles and provided a model for the distinction between the park and the surrounding city. The leisure conception of the park and boulevard meant that park and city developers viewed the boulevards as the ideal location for desirable residential neighborhoods.

Chicago's flat, uniform topography had always made decisions concerning residential development somewhat difficult. Areas seemed equally suited to commerce, industry, and residence. Rapid growth unsettled one neighborhood after another. The

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only

received

date entered

Continuation sheet Logan Square Boulevards
Historic District Item number 8 Page 2

landscape, apart from the lake shore, offered few real clues or discriminations in regards to appropriate sites for "elegant and costly private houses." In the midst of such relative uncertainty parks served as magnets for residential development. In 1869, describing the park system in relation to domestic real estate, one writer declared that because Chicago occupied a "vast plain" residents would not settle it "indiscriminately. . . . If the 'plain' is anywhere relieved by flood, forest, or hill, population will be attracted thither." In their formal design features parks and boulevards represented just such a clustering of flood, forest, and hill. They provided the framework for the expansion of Chicago's fashionable residential neighborhoods.

The economic depression of the 1870s, the difficulty of getting Jefferson township to levy the taxes for boulevard improvements, the relative inaccessibility of Logan Square to downtown, and the priority given to the completion of the West Side parks over the West Side boulevards retarded the development of boulevards in the Logan Square area. However, in the early 1890s the park commission spent over 250,000 dollars on the boulevards in Logan Square. The plan followed the classic, European-derived form proposed by Frederick Law Olmsted for both the unexecuted boulevard between Chicago and Riverside and for Grand Boulevard running north from Washington Park, part of the Olmsted and Vaux plan for Chicago's South Park system. A central carriage road was flanked on either side by landscaped strips with formal lines of trees which separated the pleasure drive from outside local service roads. Sidewalks and sidewalk lawns formed the boulevard margin.

By the 1890s, when the park commission improved the boulevards through Logan Square, Chicago's other parks and boulevards had already gained popularity as the primary setting for outdoor amusement and gregarious, fashionable, public promenading. In 1874 landscape architect Horace William Shaler Cleveland wrote to Olmsted that he would be "amused" to see Chicago's South Parks and "how delighted our people are with their new toy -- the Park & Boulevards -- By careful count on a recent evening . . . between the hours of 6 & 8 P.M., no less . . . than 4,600 equipages passed over the Boulevards. In short the jam is such that stringent police regulation is necessary to prevent disorder."

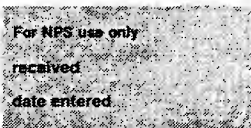
The boulevards definitely asserted a "decided influence on Social Chicago." The newspapers reported evening drives on the boulevards much as they reported a local charity or high-society ball -- gentlemen and companions were named, equipages and dress described, and fashionable pageantry pictured. The residential neighborhoods around Logan Square did not house a class as wealthy as did the area around the South Parks; nevertheless, the air of cultivated refinement was easily drawn upon and followed.

Grandly accommodating an established promenade tradition, boulevards evoked the same images and social aspirations associated with early nineteenth-century promenades. Civic leaders envisioned these public spaces as an important means of fostering a greater sense of community and civic coalescence. They responded to the problems engendered by an increasingly anonymous and heterogeneous urban society, given over more to individual competition than to collective effort. The creation of areas for common recreation offered hopes for some degree of social coherence and unity. Chicagoans had promenaded at their leisure and had planned for boulevards long

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

Logan Square Boulevards
Historic District



Continuation sheet

Item number

8

Page

5

before Frederick Law Olmsted was consulted on the design for Riverside and the South Parks and connecting boulevards. Nevertheless, Olmsted nicely articulated the social ideals embodied in the boulevard form; in his 1868 Report on the unexecuted boulevard intended to connect Chicago and Riverside he wrote: "It is an open-air gathering for the purpose of easy, friendly, unceremonious greetings, for the enjoyment of change of scene, of cheerful and exhilarating sights and sounds, and of various good cheer, to which the people of a town of all classes, harmoniously resort on equal terms, as to a common property. . . . There is [no custom] more favorable to a healthy civic virtue, and civic prosperity."

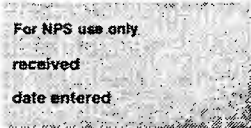
Boulevards served a greater social and leisure use than merely connecting the parks. They provide a setting, apart from the parks, for gregarious recreation. On Sundays, after church, and in the evenings during warm weather residents, dressed in their finest clothes, turned out "to see and to be seen." People on foot enjoyed watching the passing horses and carriages while people in carriages enjoyed seeing the strolling pedestrians. In a city with mile after mile of dirty, muddy, rut-filled, unimproved streets the rolled macadam boulevards provided roadways of unparalleled smoothness and comfort. Chicago park commissioners attempted to regulate carriage and horse speeding on the boulevards. However, in some cases they consented to public demands by establishing "fast driving" hours on the boulevards. Palmer Square, the quarter mile long, 400 foot wide, park land bounded by boulevard had obvious parallels with a race track. Along the section of boulevard north of Humboldt Park, Palmer Square naturally provided a focus for informal racing matches, an activity discouraged by park commissioners but enjoyed by many neighborhood residents.

Chicago bicyclists also recognized the race track character of Palmer Square. The Logan Square boulevards were completed in the 1890s at the height of American enthusiasm for bicycling. The boulevards represented just the sort of roadways proposed in the good roads campaigns sponsored by national bicycle organizations. On May 5, 1895 the Chicago Tribune published a feature article on bicycling the boulevard system: "Twenty-Seven Miles On Smooth Roads." The article reported: "Leaving Humboldt Park reluctantly the Tribune rider once more faced north. He ran on to Humboldt boulevard and pedaled toward Palmer Square. This unique bit of speeding track . . . is a rare spot indeed for the wheelman who wants to scorch. It is rather [more] oval than square in form; however, and a spin around it a few times will warm the blood and make the nerves feel the good there is in a bicycle tour." The writer also glanced about the neighborhood and reported: "there are not many houses in this part of town just yet, but those that are there look as if their owners were prosperous and thrifty." After 1910, summer band concerts on Logan Square, sponsored by the park commission, offered yet another shared object of leisure and community promenading along the area's boulevard system.

In the 1899 Morris' Dictionary of Chicago could declare, with some justice, "Chicago excels every other metropolis in so many points that mention of them becomes monotonous; but it is especially worthy of note that in its system of parks and boulevards this young giant among cities already boasts the largest and finest in the world. . . . The boulevard system of the city is an even more remarkable public work than the park system, of which it is the complement." When Chicagoans wished to point to their greatness in areas other than commerce and industry more often than not they pointed to their parks and boulevards. Few American cities had anything approaching

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form



Continuation sheet Logan Square Boulevards Item number 5 Page 4
Historic District

the Chicago system in either extent or comprehensiveness. The Logan Square Boulevards Historic District is the most extensive unit of this system which still retains its historic integrity and character. It nicely embodies central elements of Chicago's late-nineteenth and early-twentieth century social, planning, and architectural history.

HOUSES, FLATS, AND APARTMENTS

The 1889 annexation of the Logan Square area by Chicago, the 1890s improvements of the boulevards, and the May 25, 1895 opening of the Metropolitan West Side Elevated Railroad to its Logan Square terminus fostered a real estate and building boom in the neighborhood. The Economist reported that plans to extend the Milwaukee Avenue streetcar line northwest from the elevated terminus had fostered considerable interest among "thousands" of potential residents: "the most central position in this system of travel is Logan Square. . . . It is at present a center of great activity, and from the high grade of improvements which have been out in the property well deserves the attention it is receiving." Reviewing the real estate activity the Economist concluded, "There never has been a period in the history of Chicago when the improvement in the northwestern part of the city . . . was so marked as in 1895. . . . Around Logan Square owners found enough encouragement to open up some new tracts, and the demand was such as to give promise of an active market a little later on."

The mid-1890s growth in Logan Square substantially altered the neighborhood's earlier style and pattern of architecture. Logan Square proper stood on the outskirts of the 1870s and 1880s suburban development in the adjacent villages of Maplewood and Humboldt. Maplewood was built-up around the Chicago & Northwestern Railroad's station located on Maplewood Avenue one block north of Logan boulevard. Humboldt was built around the Chicago, Milwaukee & St. Paul Railroad's station at California Avenue and Bloomington Street. Streetrailroad lines, extended westward from Chicago along Milwaukee, North, and Fullerton avenues, also increased the accessibility of these burgeoning suburban villages. Modest detached wood-frame houses filled the narrow lots and subdivisions, covering lands formerly used for farming. Some small brick cottages were also built. By 1885 over 8,000 people resided in the villages.

During this early period of adjacent suburban development the lots fronting on the boulevards, like the boulevards themselves, remained largely unimproved; developments were delayed until the mid-1890s. Nevertheless, isolated structures constructed in the 1830s and early 1890s, characteristic of the architecture in the early suburban villages, still stand near the eastern end of Logan Boulevard and the southern end of Humboldt Boulevard. These areas were closest to the villages of Maplewood and Humboldt. Occupying the more expensive boulevard lots, these early structures are more elaborate than most of the frame structures in the adjacent areas. Built prior to 1891 the frame structure at 2549 Logan has an engaged octagonal corner turret, an ornamented gable crest, and a distinctive bracketed moldings. It stands next to a modest brick cottage, built during the 1880s, at 2553 Logan which is dominated by the projecting front bay and a spindlework side porch constructed of wood. Built between 1891 and 1896, the wood-frame house at 2535 Logan obtained complexity of exterior mass and of interior space with its engaged corner octagonal tower and projecting bays and

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

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date entered

Continuation sheet Logan Square Boulevards §
Historic District Item number Page 5

porches; the cornice molding of the tower is covered with intricate foliated ornament incised in wood panels. Other early frame structures include 2656 Logan, built before 1891; 1634 Humboldt, built between 1886 and 1891; and 1633 Humboldt, a more embellished brick and stone residence with Romanesque details built in the late 1880s or early 1890s.

Starting in the mid-1890s lot owners constructed a large number of substantial two-flats and three-flats on the boulevards. These buildings were generally more expensive and of greater architectural interest than the neighborhood's earlier residences which lined the side streets and the sections of the boulevards closest to Maplewood and Humboldt. The new structures eclipsed the suburban architectural idiom, replacing it with a more cosmopolitan stylistic vocabulary. The new residences took on something of the urbane character of their boulevard settings.

One of the outstanding achievements of the boulevard architecture in Logan Square is that it adapted, for the middle class, the stylistic expression of Chicago's older and wealthier boulevard neighborhoods. This development is most notable in the heavy, rock-faced, detached graystone residences which suggest large mansions but in fact are two-flats or three-flats. Unlike the 1870s and 1880s development of Chicago's Lake Shore Drive, and Drexel and Grand boulevards, where the city's wealthiest residents lived in large single-family houses, Logan Square housed more middle class families. Logan Square's builders were often small business proprietors many of whom worked with their hands: plumbers, building and stone contractors, carpenters, trunk and barrel makers, upholsterers, tailors, tanners, an ice maker, a wagon maker, a meat packer. A few home builders owned small furniture, dry goods, and drug stores. In many cases Logan Square's residents disguised their plan to derive rental income from their personal residence in fairly grand architectural forms. The placement of the flat buildings on boulevard lots with landscaped front yards helped blend the structures into prevailing images of single-family residence districts.

Looking at Chicago's older, wealthier boulevard neighborhoods helps clarify the architectural transformation represented by the graystones built along the boulevards in Logan Square. The Romanesque-style houses of the city's elite, built on Grand and Drexel boulevards and on Lake Shore Drive (the Lincoln Park Commission's primary boulevard development), presented an solid, confident, style of substantial wealth. They also contained a picturesque quality which while affirming prosperity and modern economic success pointed backwards to an earlier, simpler, historical period.

The Potter Palmer residence at 1350 Lake Shore Drive (now demolished), designed in 1882 by Henry Ives Cobb and Charles Sumner Frost, embodies the major features of the boulevard mansions of the elite. Towered, turreted, and rock-faced, with a crenellated parapet and a columned porte-cochere, the Palmer mansion provided a grand setting for the celebration of Palmer's substantial fortune -- a fortune built on dry goods and real estate investments, including the Palmer Place Addition, a subdivision covering the southeast block of Palmer Square and the west side of Humboldt Boulevard between Palmer Square and Armitage Avenue. The mansion has been described by architect and historian Thomas Tallmadge as "By far the most famous, probably the largest, and by all odds the most imposing house in [Chicago]." No house matched the Palmer mansion for its prominence or its extravagance; however, the architects for the city's other mansions built in the 1880s often worked in similarly picturesque styles

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Inventory—Nomination FormLogan Square Boulevards
Historic District

Item number

S

Page

6

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received

date entered

Continuation sheet

and forms. In 1887 Treat & Poltz designed Martin Rverson's Romanesque graystone at 4845 Drexel Boulevard; in 1886-1887 Burnham & Root designed streetrailroad magnate V.C. Turner's granite mansion on Lake Shore Drive; in 1887 Solon S. Beman designed Nathaniel S. Jones's buff colored Bedford sandstone residence at 1000 Lake Shore Drive; in 1895-1887 Henry Hobson Richardson who had popularized the modern adaptation of Romanesque stylistic features and rock faced masonry designed the Lake Shore Drive residence of Franklin McVeagh. The examples and copies of the style abounded.

Residents of Logan Square's boulevards could not afford to spend the hundreds of thousands of dollars spent by Potter Palmer on his mansion. Nevertheless, those people building in Logan Square hired architects who incorporated into their designs architectural elements and details derived from the mansions of the elite. They thus established flattering links between the city's wealthiest residents and the neighborhood's small proprietors. The boulevard setting itself and the effort to design two-flats and three-flats in the form of mansions helped establish these links at the outset. Then on a much narrower field, the constricted front facade, rock-faced stone, crenellated parapets, corner towers and turrets, wall dormers, pitched gables, projecting porches all conjured up the substantial associations of the mansion. Architects easily translated the picturesque character of the larger designs to Logan Square's residences. By incorporating stained glass windows and expensive interior woodwork owners also suggested the rich interior decorative details found in the mansions. Those building new residences economized further on the mansion model by substituting brick on the side walls in the place of the continuous heavy masonry sidewalls of the mansions. The relative narrowness of the lots tended to obscure this change in materials.

The adjacent residences at 2228 and 2234 Kedzie Boulevard are good examples of flat buildings borrowing the forms and style of the mansion. Henry Gainer and Ignaz Koehler, partners in a Milwaukee Avenue furniture business, formerly lived at their place of business. In 1895 they purchased adjacent lots on N. Kedzie Boulevard and each constructed two and one-half story houses with rock-faced graystone fronts and brick sides. The south corner of each facade was marked with a rounded corner turret-tower. Porches with classical columns and projecting dentil moldings stood out in front of both facades. The arched openings, emphasized by massive voussiors, in the Gainer facade at 2228 Kedzie contrasted with the squared openings of the Koehler facade, next door to the north. Both the Gainer and the Koehler structures contained two apartments, providing personal flats, as well as rental incomes, for their owners.

Other prominent and comparable structures built on Kedzie Boulevard in the 1890s provided local models for the boulevards' graystones. In 1895 George Kuhn built a two-story residence at 2535-40 Kedzie. The rock-faced structure's corner tower had a domed roof and cupola rising above the columned porch/observatory which opened out at the roofline. The rounded tower porch, the distinctive bays on the front and side wall, capped with separate roofs, all suggested the cozy interior bays and inlets characterizing late Victorian domestic architecture and ideals. Until it was demolished and replaced by a 1920s courtyard apartment building Kuhn's house was the first one to catch the eye of passengers emerging from the elevated station across the street. The design was echoed along the boulevards.

There is some stylistic irony to the graystones on the Logan Square boulevards. The

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Inventory—Nomination Form

Logan Square Boulevards

Continuation sheet Historic District

Item number

8

Page

7

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received

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architects modeled them in part after the Romanesque-style homes of the city's elite at the same time that elite architecture was in transition to more refined classical revival models. The Corinthian columns and pilasters on the house at 2410 Kedzie Boulevard suggests this broader transition; however, this house, built by William Nowaczewski, the owner of a Milwaukee Avenue furniture business, also disolved a corner tower with crenellated parapet, a stepped wall dormer, broad areas of rock-faced stone, a recessed second-story porch, and roofline gargoyles. The eclectic mixture of classical elements with Romanesque and other sources characterized many boulevard graystones: for example, the 1894 structure built by Michael Ryan, a plumber, at 2735 Logan. In 1905 Albert and Otto Penske, brothers and partners in an upholstery business, commissioned the architectural firm of Burtar & Gassmann to design them nearly identical two-flats with heavy, rock-faced masonry, distinctive, conical corner towers, and classical details. They built their houses at 2715 and 2741 Logan Boulevard. The residence at 1816 Humboldt, built in the early 1890s, made a similarly picturesque juxtaposition of architectural forms and details.

John Ahlschlager, a prominent Chicago architect and resident of Logan Square, designed some of the most prominent rock-faced masonry residences along the boulevards. In 1904 Elmer C. Bye, a clerk, commissioned John and Frederick Ahlschlager to design the two-story, two-flat, at 2820-24 Logan Boulevard. The building incorporates the smooth limestone and classical detail of many other neighborhood structures. In 1907 Anna B. Ryan commissioned Ahlschlager to design the three-story, three-flat at 2819 Logan, with its rough masonry, classical detail, and corner tower. In 1908 Ahlschlager designed the two-flat at 2434 Kedzie Boulevard for Mary Binna. The Binna residence carries the characteristic corner tower and heavy masonry. Ahlschlager designed his most impressive Logan Square residence at 3024 Logan Boulevard. Built in 1908 for John B. Rustman, president of the Jefferson Ice Company, the stone front two-flat has a pointed double gable with a variety of picturesque and classical ornament, bay windows, brackets, pediments, balustrades, and ornamental urns. Chaste Georgian swell bays dominate the brick side walls and a tile roof and dormers top the structure.

Some architects translated the forms and exuberance of Logan Square's gravstones into brick. The two-flat built by John Dimmer for his grown children at 3113 Palmer Square makes lively use of corbelled brickwork, a corner tower, bracketed moldings, and a peaked gable. Likewise the Emil C. Uber two-flat at 2940-42 Logan Boulevard, designed in 1912 by Herman J. Gaul, makes ornamental use of brick and carved stone. Gaul designed the building with a stepped gable and embellished it with geometric stonework patterns which translated classical patterns (column/capital motifs) into modern style. The small apartment building Gaul designed in 1909 for stone contractor Charles N. Godfriaux at 2959 Logan carried similar ornamental embellishments. At 3010 Logan contrasting zones of colored brick for stringcourses, window surrounds, and cornice details, a tiled porch, modern foliated capitals, and a carved stone lintel over the entrance, gave this three-flat its exuberant character. Architects Worthmann & Steinbach designed 3040 Logan for junior partner John J. Steinbach. The building stood in the same area with several other buildings by the firm, including: St. John Berchmans, the Gilbert Building, the Pelz Residence, and the Brenner six-flat. In 1908 real estate dealer Magnus O. Benson built the brick two-flat at 2102 Humboldt Boulevard, with its flamboyant broken scroll pediment which introduced similarly lively design into a brick residence.

United States Department of the Interior
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National Register of Historic Places
Inventory—Nomination Form

Logan Square Boulevards

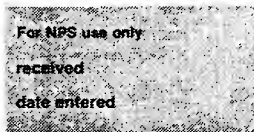
Continuation sheet Historic District

Item number

8

Page

8



The single-family residences on the Logan Square boulevards in general adhere to the quieter, simpler, more symmetrical forms characteristic of the Prairie, Classical, and Tudor revival styles. These residences reveal the range and diversity of the District's architecture; the variety of the designs in the District charts with good representative examples the major stylistic and formal transitions between late nineteenth and early twentieth century domestic architecture.

George Maher's 1907 design for the John Rath residence, 2701 Logan, stood in striking contrast to the graystone's dominating surrounding blocks. The house, built for the owner of the Rath Cooperage Company, incorporated sharp, crisp corners, in brick, and smooth unornamented surfaces. The house reveals a quite different sensibility concerning domestic design. The contemporary housing reform and Arts and Crafts movements, the classical forms of the Columbian Exposition, attempts to create model, efficient homes, the critique of "sham" ornament which emerged during the economic depression of the 1890s, and notions that the nooks, crannies, and picturesque forms pervading Victorian residences provided abiding places for germs and dust contributed to the changing residential forms.

With varying degrees of abstracted classical elements, a number of houses in the District conformed to the more formal composition exemplified by Maher's design for John Rath -- examples include the house for Peter M. Zunker, the meat packer, designed in 1911 by Huehl & Schmid, 2312 Kedzie; the William Schuize house (1915), 2224 Kedzie designed by J.B. Rohm & Son; the Peter Rood house (1908), 2430 Kedzie, designed by A.E. Norman; the two-adjacent houses at 3065 and 3071 Palmer Square (1908) designed by Paul Hansen for Charles Aepli and Peter D. Erickson who were partners in a tanning business. Houses with the same quiet formality but more obvious Tudor and classical stylistic elements are: the Dr. Thomas J. Conlev house (1909), 2256 Kedzie, designed by George Borst & John Hetherington; the (1906) half-timber Tudor Revival house at 2307 Kedzie, designed for Adam Kreuter, president of the American Laundry Machinery Company; the (1903) house for Henry Peiz, a wagon maker/dealer, designed by Henry Worthmann, 2320 Kedzie; the (1901) house for Thorwald Johnson, owner of a cooperage firm, 2324 Kedzie; the (1904) house for John P. Moeller, proprietor of a Milwaukee Avenue dry goods store, designed by Worthmann & Steinbach, 2424 Kedzie; the Dr. George Dohrmann house (1922), designed by J.B. Rohm & Son, 3000 Logan. Theis J. Rynettson designed the 1-1/2 story residence at 2040 Humboldt for Archie Symonds, an auto parts dealer. Unlike any other residence in the District, the design with its low, sweeping roof, its projecting brackets and eaves, and its covered porch and arched porte cochere, squeezes a rather sizable house into a bungalow form.

Although dominated by single-family residences and small flat buildings, the boulevards also provided a setting for larger apartment buildings. Generally, the apartment houses blend harmoniously with the District's smaller residences. The apartments form a representative cross-section of low-rise Chicago apartment house architecture from the early decades of the twentieth century. Apartment-house architects shared an important design problem with the architects of two-flats and three-flats -- both groups of designers struggled to mediate between a culture which idealized detached single-family houses and an urban economy and society which necessitated multi-family dwellings.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Inventory—Nomination Form

Logan Square Boulevards

Continuation sheet Historic District

Item number

8

Page

9

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The success of the architects of small flat buildings in giving flats the appearance of mansions proved useful to apartment-house architects. Pitched roofs, classical ornament and details, horizontal stringcourses, small distinctive entrances, and other residential embellishments helped transfer domestic forms and images to the larger buildings. Henry Worthmann's 1902 design for August Brenner's six-flat at 1645-1647 Humboldt with its orange brick and cast iron ornamented oarapet, as well as the "Edgewood" six-flat built at 2313-15 Kedzie (@ 1908) by druggist Joseph T. Delfosse are good examples of apartment buildings which still look something like large houses or city mansions. The "Edgewood" design incorporated colossal order Corinthian columns, supporting porches at the second and third story.

Critics of apartment living often charged that apartments were dark, poorly ventilated, and lacked the domestic privacy thought to be necessary for healthy family life. The architects countered the critique by designing buildings in which the individual units had small porches; porches gave the apartment units a suggestion of individuality and privacy and appropriated central features of the detached single-family residence ideal. The apartment house at 3041-43 Logan designed in 1911 by F. O. DeMoney for J.B. Couleur is dominated by its projecting porches. Architects countered concerns regarding poor light and ventilation with the introduction of window bays and sun parlors which captured light and air currents for apartment interiors. The tiers of porches, sun parlors, and bay windows also broke-up the apartment facade into smaller units making the apartment house's presence in the streetscape less formidable. Examples of apartments with projecting bays and porches are 3009-3025 Logan (1914) designed by Jeremiah Cery for J.B. Couleur; and the "Shakespeare," 2141-53 Humboldt, designed by Fred B. Gatterdam for Ignaz Schwinn, president of the Schwinn bicycle company who lived at 2128 Humboldt. One of the most architecturally interesting of the District's apartment houses was built at 2934-36 Logan; designed in 1909 by architects Schock & Swanson for John Gerson the apartment building has projecting tiers of porches and window bays. Modern geometric capitals, pendants, and other ornament, heavy horizontal stringcourses, a finely sculpted entry and a tiled cover give the building a finely crafted domestic character.

Landscaped courtyards nicely introduced the natural amenities of the suburban residence lot into the midst of the many Chicago apartment buildings. The District's few courtyard buildings extended the landscaped character of the boulevards into the building plan itself. Good examples include: the "Preuss" (1914), 2516-2528 Kedzie, designed by Charles Sorenson for Louis Preuss, a building contractor; and the yellow brick and white terra cotta courtyard building at 3127-3137 Palmer Square designed in 1915 by H.H. Mahler. The separate entry system of the low-rise courtyard building, which put two units per landing and omitted common corridors, fostered a greater sense of privacy in these structure. Builders preserved the landscaped setting in apartments which lacked courtyards by having the buildings set back from the lot line. The majority of apartment houses had front lawns of a size close to those of the adjacent residences. Through these landscape and design strategies apartment buildings blended architecturally and socially into the neighborhood of the Logan Square boulevards.

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

Logan Square Boulevards

Continuation sheet Historic District

Item number

8

Page

10

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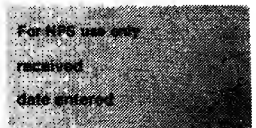
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CHURCHES, TEMPLES, AND HALLS

Religious and institutional structures complemented both the life and the architecture of Logan Square. The boulevards provided an impressive setting for the buildings of the area's more prosperous parishes, congregations, and fraternal orders. Worthmann & Steinbach, who designed several residences in the District, designed the Gothic style brick church (1906) at 2523-25 Logan for St. John Berchman's; in 1911 the firm also designed the First Evangelical Church, 3064 Palmer Square. The Logan Square Auditorium/Gilbert Building (1911), which with its terra cotta ornaments and eagles, is one of the two significant structures dominating Logan Square. The other structure, the Gothic-style Christ English Lutheran Church (1908) was designed by Charles F. Sorenson the architect of the "Preuss" apartments. St. Sylvester Roman Catholic Church dominates the east end of Logan Square; James J. Egan & Charles H. Prindiville designed the building in 1906. In 1916 Giaver & Dinkelberg adopted Norwegian vernacular architecture for the design of the Chicago Norske clubhouse 2350 Kedzie. Classical-revival models were used for three major religious and fraternal buildings along the Logan Square boulevards: the 11th Church of the Christ Scientist (1916), 2836-40 Logan designed by Leon E. Stanhope, the Logan Square Masonic Temple (1921), 2453-61 Kedzie, designed by Clarence Hatzfeld; and the B'nai David Ohave Bedek temple (1919), 1903-10 Humboldt, designed by D.S. Klafter. Set on lots throughout the District these structures introduce an element of civic and religious monumentality into the system of boulevard and residential structures.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**



Continuation sheet

Item number 10

Page 1

LOGAN SQUARE BOULEVARDS HISTORIC DISTRICT

	Zone	Easting	Northing
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J.	16	442940	4641770

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Inventory—Nomination Form

Logan Square Boulevards

Historic District

Continuation sheet

Item number

10

Page

2

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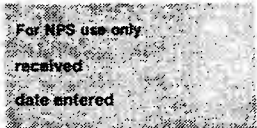
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LEGAL DESCRIPTION OF PROPERTIES

Albert Crosby & Others Sub of E 1/2 of SE 1/4 of Sec 25-40-13, Blk 18 lots 14-24; Blk 23 lots 9-19; Blk 26 lots 9-19; Blk 30 lots 1-11; Blk 27 lots 1-11; Blk 22 lots 1-11; Blk 19 lots 1-11. Harriet Farlin's Sub of the W 3/4 of the N 1/2 of the NW 1/4 of the SE 1/4 of the E 1/2 of the SE 1/4 of the NW 1/4 of the SE 1/4 of Sec 25-40-13, Blk 15 lots 14-24. Harriet Farlin's Sub of E 1/2 of the SW 1/4 of the SE 1/4 of Sec 25-40-13, blk 14 lots 1-11. Harriet Farlin's Sub of the W 1/2 of the E 1/2 of the SW 1/4 of the SE 1/4 of Sec 25-40-13, Blk 11 lots 1-11. Harriet Farlin's Sub of W 1/2 of SE 1/4 of NW 1/4 of the SE 1/4 of Sec. 25-40-13 Blk 10 lots 14-24. Harriet Farlin's Sub of the S 3/4 of W 1/2 of the W 1/2 of the SE 1/4 of Sec. 25-40-13, Blk 2 lots 14-24; Blk 3 lots 1-11; Blk 6 lots 1-11; blk 7 lots 14-24. Sub of lots 1 & 2 in Superior Court Partition of lot 3 of Heald Barron & Others Sub of NE 1/2 of SW 1/4 of Sec 25-40-13, lots 20-29. Geo. A. Seavern's Resub of Sub of N 1/4 part of the SE 1/4 of the SW 1/4 of Sec 25-40-13, lots 1-30. Sub of S. 631.8 ft of lot 3 in Superior Court Partition of Heald Barron & Others Sub of NE 1/2 of SW 1/4 of Sec 25-40-13, lots 13-16. Byron A. Baldwin's Sub of lot 4 in Heald, Barron & Others Sub of NE 1/4 of the SW 1/4 of Sec 25-40-13, Blk 4 lots 15-24; Blk 5 lots 15-24; Blk 6 lots 15-19. Powell's Sub of W 1/2 of E 1/2 of NW 1/4 of SW 1/4 of Sec 25-40-13, Blk 2 lots 14-19. Almon Brook's Resub of lots 25 to 48 of Blk 1 and lots 20 to 37 of the W 1/2 of lot 19 of Blk 2 in Brook's & Lund's Sub of E 10 acs. of NW 1/4 of SW 1/4 of Sec 25-40-13, lots 33-37. Powell's Sub of the W 1/2 of the E 1/2 of the NW 1/4 of SW 1/4 of Sec 25-40-13, Blk 2 lots 15-25. Sub of Blks 1, 2, 3, & 4 in lot 1 in County Clerks Div of W part of W 1/2 of the SW 1/4 of Sec 25-40-13, Blk 4 lots 15-24; Blk 3 lots 12-20. Storey & Allen's Milwaukee Ave Add to Chicago, a sub of 5.8 ac in the SW 1/4 of the SW 1/4 of Sec 25-40-13, Blk 2 lots 5-12. Logan Square Add to Chicago of Sub of lot 3 of County Clerk's Div of W part of W 1/2 of SW 1/4 of Sec 25-40-13, lots 1-21. Sub of lots 4 7 6 in County Clerk's Div of W. part of W 1/2 of SW 1/4 of Sec 25-40-13, Blk 2 lots 1-15; Blk 5 lots 15-24. Arnold Bros Sub of lot 5 in County Clerk's Div of W 1/2 of SW 1/4 of Sec 25-40-13, lots 34-42. Arnold Bros. Sub of Blk 3 in Sub of lots 4 & 6 of County Clerks Div of W part of W 1/2 of the SW 1/4 of Sec 25-40-13, lots 27-33. Sub of lots 4 & 6 in County Clerks Div of W part of the W 1/2 of the SW 1/4 of Sec 25-40-13, lots 1-15. Hitt & Others Sub of 39 acrs. on the E. Side of the E 1/2 of the SE 1/4 of Sec. 26-40-13, Blk 3 lots 1-4; Blk 6 lots 10-26; Blk 7 1-23. Himes & Franks Resub of lots 31 7 32 of Blk 3 of Hitt & Others Sub of 39 acrs. on the E. Side of the E 1/2 of the SE 1/4 of Sec. 26-40-13, lots 1-6. Kittner's Sub of N 1/2 of lots 1 of Blk 6 in Hitt & Others Sub of 39 acrs. on the E. Side of the E 1/2 of the SE 1/4 of Sec. 26-40-13, lots 1-3; Sub of S 1/2 of lot 1 in Blk 6 in Hitt & Others Sub of 39 acrs. on the E. Side of the E 1/2 of the SE 1/4 of Sec. 26-40-13, lots 1-3. Shipman, Bill & Merrill's Sub of E 1/2 of NE 1/4 of Sec. 36-40-13, Blk 1 lots 1-11; Blk 6 lots 1-9; Blk 7 lot 21. Russell's Sub of lot 1 & 2 of Blk of Shipman, Bill & Merrill's Sub of E 1/2 of NE 1/4 of Sec. 36-40-13, lots 1-5. Plat of W 10 acs of W 30 acs of the S. 91.7 acs of the NW 1/4 of Sec. 36-40-13, lots 1-5. Clarkson's Sub of part of the SW 1/4 of NW 1/2 of Sec. 36-40-13, Blk 1 lots 1-6; Blk 2 lots 1-12. J. Johnston Jrs Sub of 9 acrs in the NW 1/4 of Sec. 36-40-13, Blk 4 lots 30-43. John Johnston Jrs. Sub of lot 14 of Blk 2 of lot 44 of Blk 4 in J Johnston Jrs Sub of 9 acrs in NW 1/4 of Sec. 36-40-13, lots 1-20. Palmer Place Add., a sub of part of SW 1/4 of NW 1/4 of Sec. 36-40-13, lots 1-43. Blanchard's Sub of that part of N. 22 rds of NW 1/4 of Sec. 36-40-13, Blk 1 lots

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form



Continuation sheet Logan Square Boulevards
Historic District

Item number 10

Page 5

1-11. Sub of lots 34, 35, 36, 37, 38 & 39 in Pricke & Doses Sub of W 10 acs S 20 acs of N 43.2 acs of NW 1/4 of Sec. 36-40-13, lots 1-5. Pricke & Dose's Sub of the W 10 acs. of S 20 acs of the N 43.2 acs of the NW 1/4 of Sec. 36-40-13, lots 40-45. Frank & Rosenweig's Resub of lots 1-4 of Ball's Sub of W 5acs except the Blvd of S 25 acs of the N 66.33 acs of the NW 1/4 of Sec. 36-40-13, lots 31-52, lots 1-4. Ball's Sub of W 5acs except the Blvd of S 25 acs of the N 66.33 acs of the NW 1/4 of Sec. 36-40-13, lots 31-52. Chase's Sub of lot 5-10 in Blk 3, Town of Schieswig of Sub. of the E 40 acs of S 41.70 acs of the NW 1/4 of Sec. 36-40-13, lots 1-12. Parkway Add. a resub of lots 5-10 in each of Blks 4, 9 & 10 in the Town of Schlesswig, a sub of the E. 40 acs of S 41.70 acs. of NW 1/4 of Sec. 36-40-13, lots 1-31. Resub of lots 32-36 of Parkway Add a resub of lots 5-10 in each of Blks 4, 9 & 10 in the Town of Schieswig, a sub of the E. 40 acs of S 41.70 acs. of NW 1/4 of Sec. 36-40-13, lots 1-6. Aiva Trowbridge & Others Sub of the E 19 acs of the W 33 acs of the NW 1/4 of the SW 1/4 of Sec. 36-40-13, Blk 1 lots 1-24; Blk 4 lots 1-24. Johnston & Cox's Sub of SW 1/4 of SW 1/4 of Sec. 36-40-13, Blk 3 lots 1-22. Sub of Blk 1-4 in Johnston & Cox's Sub SW 1/4 of SW 1/4 of Sec. 36-40-13, Blk 1 lots 1-23. Hansbrough & Hess Sub of E 1/2 of SW 1/4 of Sec. 36-40-13, Blk 4 lots 13-24; Blk 5 lots 12-21; Blk 12 lots 11-20; Blk 13 lots 14-25. Sub of lot 22 and N 1/2 of lot 21 of Blk 5 of Hansbrough & Hess Sub of E 1/2 of SW 1/4 of Sec. 36-40-13, lots 1-13.

9. Major Bibliographical References

Economist, (1892-1925). City of Chicago Building Permits, Department of Inspectional Service, 118 N. Clark Street, Chicago.
Barbara M. Posadas, "A Home In The Country: Suburbanization In Jefferson Township, 1870-1890," Chicago History, 7(Fall 1978): 134-149.

10. Geographical Data

Acreage of nominated property 265 acres

Quadrangle name Chicago Loop

Quadrangle scale 1:24,000

UTM References

A

1,6	4,4,2,7,4,0	4,6,4,1,9,3,0
Zone	Easting	Northing

B

1,6	4,4,1,2,9,0	4,6,4,1,9,2,0
Zone	Easting	Northing

C

1,6	4,4,1,3,1,0	4,6,4,0,9,4,0
Zone	Easting	Northing

D

1,6	4,4,1,7,0,0	4,6,4,0,9,4,0
Zone	Easting	Northing

E

1,6	4,4,1,7,2,0	4,6,3,9,8,5,0
Zone	Easting	Northing

F

1,6	4,4,1,8,7,0	4,6,3,9,8,5,0
Zone	Easting	Northing

G

1,6	4,4,1,9,0,0	4,6,4,1,1,4,0
Zone	Easting	Northing

H

1,6	4,4,1,4,3,0	4,6,4,1,1,4,0
Zone	Easting	Northing

Verbal boundary description and justification District takes in West Logan, North Kedzie, and North Humboldt boulevards, and Logan and Palmer squares, including all the lots and buildings fronting on these boulevards and squares. See Map -- boundary runs along rear alleys of boulevard fronting lots. Legal description enclosed see: continuation sheet No. 10-2-5.

List all states and counties for properties overlapping state or county boundaries

state code county code

state code county code

11. Form Prepared By

name/title Daniel M. Bluestone

organization Logan Square Preservation date July, 1985

street & number Apartment No. 10-K
360 Riverside Drive telephone 212-280-1754

city or town New York state New York

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature *[Signature]*

title Acting Director date 7-2-85

For NPS use only

I hereby certify that this property is included in the National Register

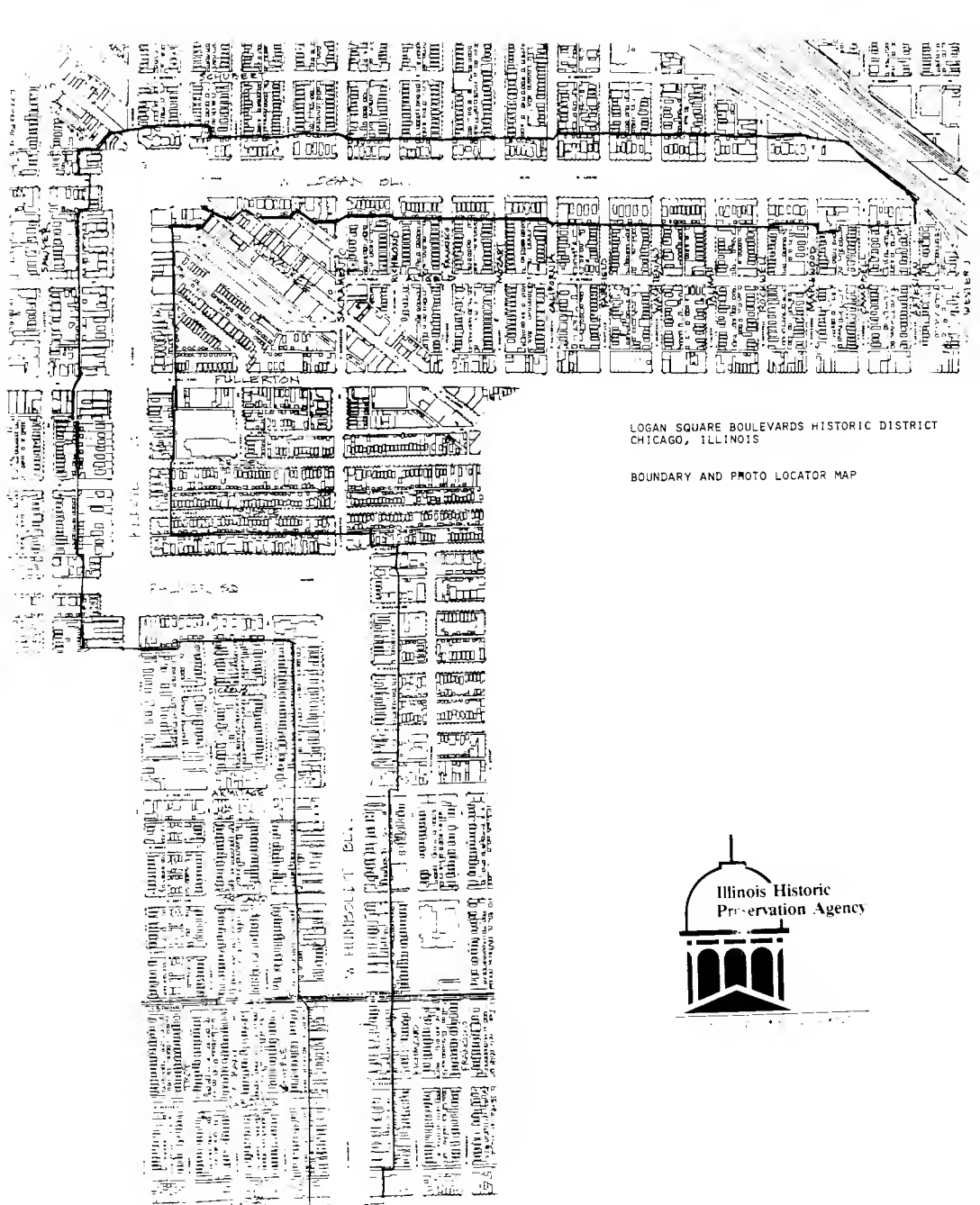
date

Keeper of the National Register

Attest:

date

Chief of Registration



LOGAN SQUARE BOULEVARDS HISTORIC DISTRICT
CHICAGO, ILLINOIS

BOUNDARY AND PHOTO LOCATOR MAP





IN REPLY REFER TO

United States Department of the Interior

NATIONAL PARK SERVICE

P.O. BOX 37127

WASHINGTON, D.C. 20013-7127

NOV 29 1985

The Director of the National Park Service is pleased to inform you that the following properties have been entered in the National Register of Historic Places beginning November 17, 1985 and ending November 23, 1985. For further information call (202) 343-9552.

STATE, County, Vicinity, Property, Address, (Date Listed)

ARKANSAS, Benton County, War Eagle, War Eagle Bridge, CR 98 (11/19/85)

ARKANSAS, Izard County, Calico Rock, Calico Rock Historic District, Roughly bounded by Main St., Rodman, Walnut, and Peppersauce Alley (11/19/85)

DELAWARE, New Castle County, Middletown vicinity, Choptank-Upon-The-Hill (Rebuilding St. Georges Hundred 1850--1880 TR), Rt. 435 (11/19/85)

DELAWARE, New Castle County, Middletown vicinity, Okolona (Rebuilding St. Georges Hundred 1850--1880 TR), Rt. 429 (11/19/85)

DELAWARE, New Castle County, Middletown vicinity, Weston (Rebuilding St. Georges Hundred 1850--1880 TR), Off DE 71 (11/19/85)

DELAWARE, New Castle County, Odessa vicinity, Fairview (Rebuilding St. Georges Hundred 1850--1880 TR), Rt. 412 (11/19/85)

DELAWARE, New Castle County, Odessa vicinity, Mondamon Farm (Rebuilding St. Georges Hundred 1850--1880 TR), Rt. 2 (11/19/85)

DELAWARE, New Castle County, Odessa vicinity, Riverdale (Rebuilding St. Georges Hundred 1850--1880 TR), Off Bay View & Silver Run Rds. (11/19/85)

FLORIDA, Polk County, Lakeland, South Lake Morton Historic District, Bounded by Lake Morton Dr. & Palmetto St., Ingraham Ave., McDonald St., Johnson Ave., Lake Hollingsworth Dr., Balmar St. and Tennessee Ave. (11/20/85)

ILLINOIS, Cook County, Chicago, Logan Square Boulevards Historic District, West Logan, North Kedzie, North Humboldt, Logan Square, and Palmer Square Blvds. (11/20/85)

MARYLAND, Frederick County, Frederick vicinity, Gambrill House, Monocacy National Battlefield--MD 355 (11/18/85)

NEW MEXICO, Taos County, Ojo Caliente, Ojo Caliente Mineral Springs, NM 414 (11/17/85)

NEW YORK, Westchester County, Armonk, Bedford Road Historic District, Bedford Rd. (11/21/85)

NORTH CAROLINA, Buncombe County, Asheville, Oteen Veterans Administration Hospital Historic District, N side US 70 (11/20/85)

NORTH DAKOTA, Traill County, Mayville, First National Bank, 22 W. Main St. (11/20/85)

NORTH DAKOTA, Traill County, Mayville, Grandins' Mayville Farm District, 2 Brunsdale West (11/19/85)

NORTH DAKOTA, Traill County, Mayville, Mayville Historic District, Roughly bounded by 3rd St, 5th Ave., Main St., & 3rd Ave. (11/19/85)